

Manufacturing matters. We need to rebuild the manufacturing base of America. We need to make it in America, and we can. I don't think there's a person on this floor that doesn't want to walk into a Target store and find "Made in America" labels on everything. We're not going to get there immediately, but we can sure get there much, much faster if we pass the correct laws.

Joining me today in this discussion are several of my colleagues from around the Nation who are going to tell their story and what's happening in their community. I'd like to start on the far east coast. Now, I'm a west coast person. I'm from California, but there is another side to the continent. They'd like to say it's the right side, and sometimes they call California the left side.

But my colleague from the great State of Pennsylvania would like to inform us about what's going on in Pennsylvania and, more specifically, in the Philadelphia area.

I yield to the gentleman.

Mr. FATTAH. I want to thank our leader on this effort of focusing in on what really matters economically in our country, which is manufacturing-based jobs. You know, in Philadelphia we have some 1,300 manufacturers, and in your package of bills that I'm very happy to be a cosponsor of, you focus in on a number of issues: closing foreign tax loopholes, dealing with the question of mass transit, bus, rail, and also energy systems.

The SPEAKER pro tempore. The gentleman will suspend.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1264, MULTIPLE PERIL INSURANCE ACT OF 2009

Mr. PERLMUTTER, from the Committee on Rules, submitted a privileged report (Rept. No. 111-555) on the resolution (H. Res. 1549) providing for consideration of the bill (H.R. 1264) to amend the National Flood Insurance Act of 1968 to provide for the National Flood Insurance Program to make available multiperil coverage for damage resulting from windstorms or floods, and for other purposes, which was referred to the House Calendar and ordered to be printed.

MANUFACTURING—Continued

The SPEAKER pro tempore. The gentleman from Pennsylvania may proceed.

Mr. FATTAH. We always want to have due deference to our colleagues on the Rules Committee because they rule over all of us.

But I want to focus in on Philadelphia. We have some 1,300 manufacturers. The average wages earned by people working for manufacturers in the Philadelphia area is well over \$45,000 annually. It is a major source of where our future economic growth is going to come from.

And the gentleman from California, who has dedicated a great deal of his life on economic development, really understands that at the end of the day the only way to really build wealth in our Nation is that we have to be making products, that we can't be a consumer-driven economy and expect to continue to have a high quality of life for ourselves and for our families and for our children and grandchildren.

In Philadelphia, we're making everything from Peanut Chews, which are the best candy bars in the world, to saltwater fishing reels, which are the world class among fishermen and -women throughout the world. We're making railcars. We're making railcars and we're making upholstery for railcars. We have manufacturers that are engaged in making bicycles. I mean, you run through the gamut and you will see.

Now, people, when they first think about our city, they say, well, you lost a couple hundred thousand manufacturing jobs over the last 30 years. That's true. And when you saw the old Stetson hat factories, and some of the old factories have closed down, but there's a new group of manufacturers who have stepped into the void. And some of them who have been around for a while have even improved their technology in ways that make them very competitive.

Ten percent of our manufacturing jobs are at one company in Philadelphia called CARDONE Industries. I've visited there, and it's an amazing thing. We have a strong immigrant community; 22 different languages spoken on the plant floor. They have over 3,000 employees, and they are making refurbished or reengineered car parts. And they only have one competitor, in Mexico, but they are doing a yeoman's job. They have a prayer service at the beginning of the day where they have chaplains and religious leaders in the different religions, and they have a prayer before they go to work. But they are dedicated to producing world-class products, and they do a great job.

So I want to get to the point here, which is that, as Members of Congress, we have a responsibility, a duty, to create a glide path in which our manufacturers can rise to the point where they can, again, make the best products in the world, compete fairly across the globe.

We only have 1 percent of our businesses in this country export. And of that, 58 percent of them export with only one other trading partner anywhere in the world. But we know that just as we see these containers unloading products coming in here, that we can be putting products in those container vessels, sending them to other parts of the world. But we have to have a fair trading system.

But first and foremost, charity begins at home. We have to build the things that we need to be able to purchase in our own economy. And so, whether they are household appliances,

whether they're cars or mass transit vehicles, we have to build the capacity to reengineer our manufacturing sector and also give them the kind of assistance they need from a policy standpoint.

And it's amazing to me that as we have started to grapple with this issue of rebuilding this economy and turning this around, the President has done an extraordinary job, and his economic team, an extraordinary job.

Here in the House, with this focus on manufacturing, we've already, as was the case today, started to move legislative initiatives that are, both as a symbol and substance, providing real messaging to manufacturers here in our country that they're going to get the support that they need, that they're going to get the help that they need, and that, as a Democratic majority, we understand that there is no way possible for us to have the American economy that we want without manufacturing, without manufacturing at the heart and center of it.

Technology is great. Information is great. But we need to have a system in our country that respects the fact that when we make things with our hands, when we make the finest products in the world, that we'll have a market here at home, we'll have a market across the world, and we'll be in a position to have an economy that generates the jobs that we need and the incomes we need to raise our families on.

I want to thank the gentleman for his leadership, thank him for what he is doing. Even if he is from California, he obviously is a person who has been called for a time like this.

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In my church they say that God always provides us people for a time like this. These are difficult days, but I believe that, rather than curse the darkness, we have a gentleman now who is lighting a candle through this legislative vehicle. I want to stand with him and we're going to get these things passed into law.

Mr. GARAMENDI. The gentleman is getting carried away. Let me just cut you off and say that there is no candle that I've lit that was not already lit by the Democratic Caucus. I came here just 8 months ago and much of this work was under way.

You did mention something that caught my attention, and that is that in Philadelphia there is a rail car manufacturer.

Mr. FATTAH. That's correct.

Mr. GARAMENDI. Under the present laws of the United States, the Department of Transportation has the opportunity to use our tax money to purchase rail cars made in Philadelphia, or buses made in California or in the Midwest, but they don't often do it. Instead, they use one of four waivers that are in the law that allows our tax money to be spent on things that are manufactured—buses, trains, light rail, subway cars—manufactured overseas